

Listing of the Claims:

1. (Cancelled)
2. (Cancelled).
3. (Currently amended) An amphibious vehicle according to ~~claim 1, in claim 6,~~ in which one of the first mode change event and a further mode change event, detectable by the detecting means, is a second mode change event indicative of an onset of transition into the terrestrial mode from a marine mode and the control system is adapted to automatically move the at least one trim tab into the retracted position on detection of the said second mode change event.
4. (Currently amended) An amphibious vehicle according to ~~claim 1, in claim 6,~~ in which the detecting means are capable of detecting selection of reverse propulsion in a marine mode, and the control system is adapted to automatically move the at least one trim tab into the retracted position on detection of the selection of reverse propulsion.
5. (Currently amended) An amphibious vehicle according to ~~claim 4, in claim 6,~~ in which the detecting means are capable of detecting a selection of forward propulsion when the vehicle is moving in the reverse direction in a marine mode, and the control system is adapted to automatically move the at least one trim tab into any one of a range of operational positions on the selection of forward propulsion.
6. (Currently Amended) An amphibious vehicle ~~having a transom section,~~ adapted for use on land and on water including a vehicle body having a transom section, and at least one trim tab, for adjusting the trim of the amphibious vehicle when it is in a marine mode, the at least one trim tab connected to the vehicle body at a location proximate the transom section, wherein each trim tab is independently movable relative to the vehicle body between a retracted position and any one of a range of operational positions, and a control system for controlling the position of the at least one trim tab including detecting means for detecting at least one mode change event and tab actuation means for moving the at least one trim tab relative to the vehicle body, the control system being adapted to automatically move the at least one trim tab either into the retracted position or into any one of a range of operational positions according

to the mode change event detected in which the control system includes means for signaling an operator on detection of at least one event, wherein the mode change event, detectable by the detecting means, is a first mode change event indicative of an onset of transition into a marine mode from a terrestrial mode and the control system is adapted to move the at least one tab into one of a range of operational positions on detection of the said first mode change event.

7. (Currently amended) An amphibious vehicle, adapted for use on land and on water including a vehicle body, and at least one trim tab, for adjusting the trim of the amphibious vehicle when it is in a marine mode, the at least one trim tab being connected to the vehicle body and movable relative to the vehicle body between a retracted position and any one of a range of operational positions, and a control system for controlling the position of the at least one trim tab including detecting means for detecting at least one mode change event and tab actuation means for moving the at least one trim tab relative to the vehicle body, the control system being adapted to automatically move the at least one trim tab either into the retracted position or into any one of a range of operational positions according to the mode change event detected in which the vehicle has a set of wheels for supporting the vehicle when it is in terrestrial mode, and the control system includes means for retracting the set of wheels on detection of a transition into marine mode and means for deploying the set of wheels on detection of a transition into terrestrial mode.

8. (Currently amended) An amphibious vehicle, adapted for use on land and on water including a vehicle body, and at least one trim tab, for adjusting the trim of the amphibious vehicle when it is in a marine mode, connected to the vehicle body and movable relative to the vehicle body between a retracted position and any one of a range of operational positions, and a control system for controlling the position of the at least one trim tab including detecting means for detecting at least one mode change event and tab actuation means for moving the at least one trim tab relative to the vehicle body, the control system being adapted to automatically move the at least one trim tab either into the retracted position or into any one of a range of operational positions according to the mode change event detected in which the vehicle has a jet drive for propelling the vehicle when it is in marine mode and a reversing bucket, ~~and the control system~~

~~includes means for deploying the reversing bucket on detection of selection of reverse propulsion;~~

9. (Cancelled).

10. (Currently amended) A method for controlling ~~a an amphibious vehicle trim tab system of an amphibious vehicle according to claim 6~~, the method ~~including~~including the steps of automatically detecting a mode change event, and on detection of the mode change event automatically moving at least one trim tab either into a retracted position or into any one of a range of operational positions according to the event detected wherein the mode change event detected is an onset of transition into a marine mode from a terrestrial mode.

11. (Cancelled).

12. (Currently amended) A method for controlling ~~a an amphibious vehicle trim tab system of an amphibious vehicle according to claim 3~~, the method including the steps of automatically detecting a mode change event, and on detection of the mode change event automatically moving at least one trim tab either into a retracted position or into any one of a range of operational positions according to the event detected wherein the mode change event detected is an onset of transition into a terrestrial mode from a marine mode.

13. (Currently amended) An amphibious vehicle ~~according to claim 7 adapted for use on land and on water including a vehicle body, and at least one trim tab, for adjusting the trim of the amphibious vehicle when it is in a marine mode, connected to the vehicle body and movable relative to the vehicle body between a retracted position and any one of a range of operational positions, and a control system for controlling the position of the at least one trim tab including detecting means for detecting at least one mode change event and tab actuation means for moving the at least one trim tab relative to the vehicle body, the control system being adapted to automatically move the at least one trim tab either into the retracted position or into any one of a range of operational positions according to the mode change event detected;~~
~~wherein the mode change event, detectable by the detecting means, is a first mode change indicative of an onset of transition into a marine mode from a terrestrial mode and the control system is adapted to move the at least one tab into one of a range of operational positions~~

~~on detection of the said first mode change event, and~~

wherein the detecting means are capable of detecting selection of reverse propulsion in a marine mode, and the control system is adapted to automatically move the at least one trim tab into the retracted position on detection of the selection of reverse propulsion.

14. (Currently amended) An amphibious vehicle according to ~~claim 13, in claim~~ 7, in which the detecting means are capable of detecting a selection of forward propulsion when the vehicle is moving in the reverse direction in a marine mode, and the control system is adapted to automatically move the at least one trim tab into any of a range of operational positions on the selection of forward propulsion.

15. (Previously Presented) An amphibious vehicle adapted for use on land and on water including a vehicle body, and at least one trim tab, for adjusting the trim of the amphibious vehicle when it is in a marine mode, connected to the vehicle body and movable relative to the vehicle body between a retracted position and any one of a range of operational positions, and a control system for controlling the position of the at least one trim tab including detecting means for detecting at least one mode change event and tab actuation means for moving the at least one trim tab relative to the vehicle body, the control system being adapted to automatically move the at least one trim tab either into the retracted position or into any one of a range of operational positions according to the mode change event detected,

wherein the vehicle has a jet drive for propelling the vehicle when it is in marine mode and a reversing bucket, and the control system includes means for deploying the reversing bucket on detection of selection of reverse propulsion.

16 (New) An amphibious vehicle according to claim 6 in which the control system includes means for signalling an operator on detection of at least one mode change event.

17 (New) An amphibious vehicle according to claim 6 wherein the detecting means are capable of detecting selection of reverse propulsion in a marine mode, and the control system is adapted to automatically move the at least one trim tab into the retracted position on

detection of the selection of reverse propulsion.

18 (New) An amphibious vehicle according to claim 6, in which the detecting means are capable of detecting a selection of forward propulsion when the vehicle is moving in the reverse direction in a marine mode, and the control system is adapted to automatically move the at least one trim tab into any of a range of operational positions on the selection of forward propulsion.

19 (New) An amphibious vehicle according to claim 7, in which one of the first mode change event and a further mode change event, detectable by the detecting means, is a second mode change event indicative of an onset of transition into the terrestrial mode from a marine mode and the control system is adapted to automatically move the at least one trim tab into the retracted position on detection of the said second mode change event.

20 (New) An amphibious vehicle according to claim 8 wherein the control system includes means for deploying the reversing bucket on detection of selection of reverse propulsion.

21 (New) A method for controlling a trim tab system of an amphibious vehicle according to claim 16 including the steps of automatically detecting a mode change event, and on detection of the mode change event automatically moving at least one trim tab either into a retracted position or into any one of a range of operational positions according to the event detected wherein the mode change event detected is an onset of transition into a marine mode from a terrestrial mode.